

ER-6: Reduce Oceanic Separation

Key Risks

- *ADS-A System Deployment.* ADS-A system must progress without significant delay to IOC and Build II at Oakland ARTCC.
- *ADS-A System Performance.* ADS-A system must perform at prescribed levels of reliability and availability.
- *Staff Resources.* Adequate experience and staffing levels to support national and local procedures development, operator approval, and transition of systems for the separation standards in ocean and remote areas.
- *AFS Resources.* Availability of Flight Standards specialist resource to assess ADS-A system performance and capability to mitigate collision risk and enable aircraft separation reduction.
- *ICAO Requirements.* Final ICAO Requirements for 30/30 application must be available by January 2002 for inclusion in ATOP Build II system requirements.
- *30/30 Implementation Requirements.* Acceptance of adequacy of 30/30 implementation requirements such as safety analysis, ground and aircraft capabilities, and contingency procedures.
- *Operator Commitment to Aircraft Equipage.* Cost/ benefit and safety analysis to advocate fleet advanced CNS equipage beyond current approximate 20% level.
- *Revision of ICAO Regional Policy Documents.* Publication of 30 nm lateral and longitudinal standards in ICAO Asia and Pacific Regional Supplementary Procedures.
- *Aircraft Equipage Mandate.* Long term plan to mandate aircraft equipage with advanced CNS capabilities must be developed.